

Wigton Motor Club Ltd

Start Line

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www.wigtonmc.co.uk

February 2020

Wet Win For Peter Wright



The first autosolo of the year saw a run away win for Peter Wright in his Mini. Despite a wet morning it was a great day's sport with 18 tests and some 20 minutes of test time!

Motorsport for All

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Visit the Facebook page for the latest news or the webpage at
www.wigtonmc.co.uk

Talking Point

Topical Comment from the world of motoring

I have a feeling that this year could be quite a mixed one for our car based hobbies. There seems to be a remarkably high number of events not happening this year, from stage events like the Border Counties and the Argyll, the Croft sprint and Nostalgia Weekend plus the rather sudden departure of the Chateau Impney hill climb after they had starting selling tickets.

On the other hand there are some new targa rallies set to appear although I suspect that some may become mini stag events and lead to venue loss.

Motorsport UK set out ambitious plans a year ago which got wide spread support from clubs and competitors who hoped that at last the revolution had come. 2020 will be the year where it has to start happening. It all came tumbling down with the universal £5 per car increase in permit fees and universal licencing which got a negative reaction from just about everyone. It is to be hoped that MS UK can really produce the goods this year that will boost club level motorsport.

It's going to be a great year for WMC I am sure! The Motor House will be completed in a few months time and is already being a great asset tot the club in that all our equipment, caravan and trailer are in secure dry storage. There will also be club archives with our magazines etc going back 50 ,plus years. The workshop area will be available for members with a variety of tools while there is a multi use space where we can meet as well. Hopefully we can also have autotests nearby as well.

The latest figures for membership renewals are running ahead of schedule so we must be doing the right things. No events take place without organisers and marshals, as well as helpers in the work at the Motor House. Perhaps if every member could offer a couple of days a year it would make event organisation a lot easier. Ultimately clubs rely on volunteers and that what sets us apart from commercial organisers and also allows us to run events at a much more affordable entry fee.

A new initiative this year is an end of season attendance award for those who do four or more of the five touring events. Entry forms for the Midweek Meander and the Gallop are now available on the website.

GTF

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The opinions expressed in Start Line are those of the contributors and not necessarily those of the Club

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Forthcoming Club Events

Wigton Motor Club

Annual Awards Dinner

Saturday, 8th February 2020

at the

Skiddaw Hotel, Keswick

7.00 for 7.30pm

Please contact Maria Quigley at the Skiddaw Hotel to book
and pay for your table/seat

Midweek Meander

Wednesday, March 11th

Starts at the Lake District Wildlife park and finishes at

The Motor House at Moota.

Entry fee £10 including coffee at the start

Food will be available at the Moota café at the finish

Entry forms on the website

HAGERTY
CLASSIC CAR INSURANCE

Partners with Wigton Motor Club – please call 0844
824 1135 and don't forget to mention your club
when you do!

PG Tips

Chairman Peter Reflects On His Month

My cars have been plotting against me this month....I am confident that when I'm not there or in the house they start planning ways to go wrong and give me trouble. Not RBS the single seater – that is still up at JDM Dyno at Kirkbride but making some progress, with the engine back in, the new sump fitted and work has started on the front end changes as well. Jonathon at JDM Dyno has become rather busy of late building dynos for other people which is seemingly very lucrative – have a look on the JDM dyno Facebook site to see his rather fantastic work.

The (Dis)Astra Bertone convertible set the ball rolling by running out of petrol after I set off to put some petrol in the thing! The read out said 11 miles left, but the car said no and spluttered to a halt on a country lane a mile from my house meaning I had to bother Paul Eastwood to bring me a gallon of fuel to get going. Thankfully he was at home and I was able to limp the car back and now need to replace the fuel filter. As I drove it up the lane to my house with the window open (I have no idea why it was open in the middle of winter either!) I could hear the cam chain whizzing round which I was fairly sure I shouldn't have been able to and decided to investigate, particularly as everyone on the internet (well not everyone but anyone with any knowledge of the engine type) said the cam chains rarely lasted more than 10 years.

A few days later as I opened the cam chain cover, one of the main plastic guides fell out in 2 pieces. I was thanking my lucky stars at that point because the engine was probably only minutes away from the chain jumping and valves hitting pistons. The best thing about a car like the Astra is that there is a wealth of stuff out there on the internet and I now know the Z22SE 2.2 Ecotec engine was made in vast number by GM and used in dozens and dozens of cars, including a lot of economy cars in the US, some of which were fitted with a 2.4 version...the inlet manifold of which is an instant bolt on upgrade for the 2.2 that allows more revs, increases power and makes the engine sound nicer. It would have been rude not to get one when I had the car in bits to do the chains, so I now await the arrival of a Chevrolet Malibu 2.4 inlet!

There is also lots of information out there about my Citroen C5...mostly due to the fact that whilst they do soldier on and can do big mileages, most of the electrical stuff is very French in its attitude and often decides not to work. In my case the most recent bout of Frenchness is the heating to the driver's side which is controlled by a number of motors, one of which has decided not to bother anymore. Prior to that the starter motor decided to give up which, unlike most of the foibles, was a car stopper and caused me to use my breakdown recovery policy because it did it in Cockermonth. In this case the internet was not very useful because the exact same symptoms that I had also equated to something called a Body Management Module failing which sounded quite scary and far more difficult to sort. In the end a new motor got things back up and running and now I need to dig around under the dash board and find the heater flap motor and throttle it!

I helped out at the new club building the Motor House the other week, mostly tidying and unloading some wood – it is starting to look very good and once the toilets are in I intend to run a social BBQ event there so everyone can have a look and a vegan burger or some charred lettuce or something!

Peter

Peter dominated the first autosolo of the year

Wigton Motor Club got their season off to a flying start with round one of the HPE Construction Autotest Championship when Peter Wright was the runaway winner of the Early Spring Autosolo held at Maryport last Sunday, taking his Mini to win by ninety seconds over Peter Masters who travelled over from Durham in his Suzuki. However, Peter, who won the FWD class) was only a second up on the very smooth John Holliday in his Mazda MX5 who won the rear wheel drive (RWD class).



The day started in extremely wet conditions and the surface was very slippery. However, there was a very high standard of driving and only a couple of “wrong directions” during the hole days. It was a tribute to David Wiggins and his organising team from Wigton MC that it ran so smoothly.

Aaron Pattinson was fifth and winner of class FWD2 in his Corsa after a clean run through all the tests. Eighteen tests were run during the day with the final one being the longest at over three minutes. Drew McLean and Angus Cowan were next up in Mazda MX5 and Escort RS respectively who tied on time but were separated on who was fastest on the first test, in his case Angus.



David Agnew in his 1969 Mini was seventh ahead of Dan Grierson's Clio and John Sloan's Escort which



was the first historic. Fourteen year old Jack Long was tenth on only his second event in a VW Fox after an error free run, a talent for the future perhaps?

Autosolo Results

1	Peter Wright	Mini	FWD 1
2	Peter Masters	Suzuki	FWD 1
3	John Holiday	Mazda MX5	RWD 2
4	Aaron Pattinson	Corsa	FWD 2
6	Drew Mclean	Mazda MX5	RWD 2
5	Angus Cowan	Escort	RWD 2
7	David Agnew	Mini	FWD 1
8	Dan Grierson	Clio	FWD 1
9	John Sloan	Escort	Hist
10	Jack Long	VW Fox	FWD 1
11	Paul Grierson	Clio	FWD 1
12	Brian Bradley	Golf	FWD 2
13	Stuart Peglar	Midget	Hist

We might try and get an extra autotest in before Easter. Watch this space!

Cumbria Classic Weekend

August 22/23rd

Rose & Thistle Challenge Tour

Saturday, August 22nd

Cumbria Classic & Motorsport Show

Sunday, August 23rd

At Dalemain

Championship News

Championship Coordinator: Chris Leece.

Overall Club Championship

All competitive events organised by Wigton Motor Club **count towards the overall club championship** with the first counting event to be the Festive Autotest in December 2019 and the last to be the 2020 November Autosolo.

Scoring: Points will be awarded on a basis of 25 points for the 1st place overall in an event, 20 points for the 2nd place overall, 15 for 3rd and then 14,13,12,11, etc.

The best seven scores from the ten events will count, or if less than ten, three less than the total run.

In Autotest & Autosolo events points will be awarded to the driver only.

In the **Lake District Classic** and **Solway Classic** points will be awarded on a separate basis for overall position in the Historics event and overall position in the Targa event and will be awarded to both driver and navigator.

Members who organise or marshal on, a counting Club Championship event which prevents them from competing in that event, will be awarded 20 points in the competition as compensation for loss of potential points for that event. These points will be awarded on a once per season basis regardless of how many events in the Championship a member may organise

These points will be awarded on a once per season basis regardless of how many events in the Championship a member may marshal or organise.

Autotest Championship

All competitive autotests & PCAs organised by Wigton Motor Club with the first counting event to be the Festive Autotest in December 2019 and the last to be the 2020 October Autotest.

The Novices Autotest in March 2020 (if run) will be excluded from the competition as it is not open to all members.

Scoring: Points will be awarded on a basis of 25 points for the 1st place **overall** in an event, 20 points for the 2nd place overall, 15 for 3rd and then 14,13,12,11, etc.

Points totals will be limited to the best performances in all but 1 event less than the total number of events held. (i.e. if all 5 events are held the best 4 results will be used).

Members completing all five events will have the lowest points score disregarded in order to receive their best points total based on the number of qualifying events. Points will be awarded to **drivers** only.

Overall Autotest Championship:

Points will be awarded on a basis of 25 points for the 1st place **overall** in an event, 20 points for the 2nd place overall, 15 for 3rd and then 14,13,12,11, etc. position regardless of class.

There will be five classes: **Front Wheel Drive Autotest; Rear Wheel Drive Autotest; Specials Autotest; Front Wheel Drive Production Car Autotest; Rear Wheel Drive Production Car Au**

totest. Points will be awarded on a basis of 25 points for the 1st **in class**, 20 points for the 2nd place, 15 for 3rd and then 14,13,12,11, etc.

Awards will be presented at the end of the year to the Overall Autotest Champion and the winner of each class. The Overall Champion is not eligible for a class champion award as well, so in the event of this occurring, the relevant class award will go to the next best finisher in that class.

Autosolo Championship

Counting Events: All competitive autosolos organised by Wigton Motor Club with the first counting event to be the Autosolo in January 2020 the last to be the 2020 November Autosolo.

Overall Scoring: Points will be awarded on a basis of 25 points for the 1st place **overall** in an event, 20 points for the 2nd place overall, 15 for 3rd and then 14,13,12,11, etc.

Points totals will be based on all counting events in the series and points will be awarded to **drivers** only.

Classes will be: Front Wheel Drive Autosolo & Rear Wheel Drive Autosolo

Scoring: Points will be awarded on a basis of 25 points for the 1st place **overall** in an event, 20 points for the 2nd place overall, 15 for 3rd and then 14,13,12,11, etc.

Awards: Awards will be presented at the end of the year to the Overall Autosolo Champion and the winner of each class. The Overall Champion is not eligible for a class champion award as well, so in the event of this occurring, the relevant class award will go to the next best finisher in that class.

Specific Championships

Ladies Championship: This will be awarded to the highest placed lady in the Overall Club Championship. In the event of a Lady winning the Overall Club Championship, the award will go to the next best placed Lady in the championship.

External Championship: This will be awarded to a club member(s) who has competed successfully outside the Club events. (Decided by committee)

Enthusiast of the Year: This will be awarded to a member who has shown considerable enthusiasm as a competitor, organiser or marshal or a combination of those. (Decided by committee)

Newcomer of the Year: This will be awarded to the member in their **first year** of motorsport who has impressed the committee with their efforts. (Decided by committee)

Stage Rally Champions: This will be awarded to the member(s) who has achieved excellent performance on stage rallies. (Decided by committee)

Achievement Award: To a member who has made an outstanding achievement in motorsport in the past year.

Speed Championship:

This will be awarded to the highest position WMC member in the ANWCC Speed Championship at the end of the 2020 season.

From The Top

News from UK Motorsport, Regions and the WMC Committee

January Committee Meeting:

Rob Granted was welcomed to the meeting.

Charity donations: Peter would deal with the Calvert Trust presentation and the GNAA will go by post as they made it difficult to arrange a presentation. £1,000 will be given to each.

Our charities for 2020 will be Blood Bikes and Hospice at Home.

Autotest Entry fees: After discussion it was agreed to subsidise the autotests so we can hold the entry fee at £15 when we are paying MSUK £11.50 per car. The fee will be the same for all entrants so as to encourage new blood. All autotests/solos will have noises tests.

Classic & Motorsport Show: We are looking for someone to handle the club stand entries. Currently we are featuring MG, Toyota and Cobra

This year there will be an attendance award for crews who enter four of the five touring events.

The track test day will be on March 26th. Entry forms next month.

Marian circulated the end of year accounts The Club is in a sound financial situation.

The Motor House: Work continues on the mezzanine office area and the next stage will be the electrics. We have weekly work parties if anyone wishes to help.

The rules for the club championships have been revised and simplified. A new sponsor for the Historic and Targa series will be announced soon.

We are always pleased to have new members on the committee, we meet each month at the greyhound at Bothel.

Drive It Day

Sunday April 26th

11 until 2

Dalemain

Entry fee £5 per car

All proceeds go to our nominated charities: Blood Bikes and Hospice at Home



motor
sport
UK

Recognised
Club

Classic Column

News from the Classic and Historic Scene

It's sad to hear that the Chateau Impney hill climb and the Croft Nostalgia Weekend have been cancelled and in general the historic racing programme in the UK has been cut back by the major clubs. Ultimately it comes down to money, the cost of running an event has to be paid for by a combination of entry fees, sponsors and spectator revenue. It does seem that there have been too many events and that some competitors just want to do the "prestige" events and to a certain extent many spectators will go to the Goodwoods and Silverstones and not the Cadwells or Mallorys.

Locally it does seem that both the Hethersgill and Cumbria Steam Gathering events will take place this year after doubts about their future, although it sounds as if the Steam Gathering will be scaled back a bit to cut costs. It's had some horrendous weather in the past few years.

We hope to get the entry forms out for the Classic & Motorsport Show in early March if not before. As usual WMC members will not have to pay to enter a car in the show. We will also hope to be able to announce a sponsor.



Welcome!

Welcome to the following new members and we hope that you will enjoy our events and social activities.

Stephen Short

Aaron Pattinson

Richard Vickers

Paul Grierson

Dan Grierson

Shaun Prickett

Graham Park

Pater Tandy

For most of you this will be your first magazine and we really hope that you will enjoy reading it.

**For any changes or queries about membership please contact
John Sloan on 01900 85833**

Marshals Force

Marshals' Championship

Counting Events: All WMC events (competitive and non-competitive) plus all events where WMC are requested to provide a marshals team.

Scoring: 10 points will be awarded for a full day's attendance & 5 points will be awarded for a half day attendance.

Points will be awarded for duties performed either on the day, or prior to the day for setting up, or after the day for clear up.

All points must be verifiable by the appropriate marshals signing on sheet.

10 points will be awarded in the marshals' competition for event organisers.

All events will be scored, there is no limit to the number of qualifying events.

Any marshals attending events can contact the Championship Coordinator to ensure their attendance has been registered, preferably by e-mail.

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

As I've said before we are fortunate to live within a couple of hours of the best driving roads in the UK – The Lake District, South West Scotland, Northumberland and The Yorkshire Dales. It is to the Dales that Jim and Ann Crockett are taking us in May for the Gallop 2020. The Hotel this year will be at Coniston Hall, Coniston Cold on the A65 to Skipton. In Coniston Cold is a roadside house with the best display of hanging baskets I've yet seen and close by is an off road course close to the A65 that is within the hotel estate. Christine and I first stayed there some 20 years ago when walking the length of the Liverpool – Leeds canal with a group of friends and it will be central for the excellent area covered by the Gallop. Details and entry form are on the club website and entries are open now. Come and join us!

This week we have covered the route for the Midweek Meander to be held on Wednesday 11th March. The 66 mile low level route starts from a new venue this year, the coffee shop at Charles Graves' Lake District Wildlife Park close to Armathwaite Hall, Bassenthwaite which is nice and central for many regular entrants. The finish will be at Moota Coffee shop with an opportunity to visit our new club Motor House at the finish. David Agnew and his volunteer henchmen (and women) have been making remarkable progress at the Motor House and if you have not yet been there taking part in the Meander will be a good opportunity to kill two birds etc.

As I write this we are about to have a couple of dry still days over the weekend, a good opportunity to get the old cars cranked up and exercised for the new season. I'm sure many of you will be doing likewise and as the entry forms for the Meander are on the events page of the Club Website now is the time to get your entries in. It will only cost you a tenner and coffee is provided at the start. Entries close on Friday 6th March so get your entry in now before you forget.

'Twenty Twenty' rolls off the tongue easily, much more so than the past two decades – the noughties and teens. Will these twenties roar and take us back to those wonderful days of the 1920s with flappers, prohibition and fabulous Vintage Cars? We are fortunate to have half a dozen members with W O Bentleys all of which will hit their hundredth birthday during this next decade. Hopefully we will see them regularly at our club events.

Finding nothing of interest on TV last evening I connected to the live Facebook broadcast of the HERO awards night hosted by Tony Jardine from the Royal Automobile Club in Pall Mall. This glittering event was live streamed for the first time and what a good night they had. The principal top driver award went to Jayne Wignall from Wensleydale and her beautiful Alfa Romeo Giulia Sprint had been on display in the RAC entrance foyer all week. Her navigator Kevin Savage was absent having opted for some winter sports in Europe and in addition to being hot on the maps he also prepares her Alfa, her ex works Sunbeam Tiger and a vintage Sunbeam. Some navigator!

Ron.

Rallying Call

We are delighted to announce that we have a new sponsor for the rally awards in Proline of Carlisle who are a progressive business covering most mechanical work and electronic up-grading.

Proline Automotive Services Qualifying Rounds 2020 (best five scores to count):

1.	March 29 th	Shaw Trophy	Whickham & DMC
2.	May 2nd/3rd	Berwick Classic	Berwick & DMC
3.	June 28 th	Lake District Classic	Wigton MC
4.	July 19 th	Northern Dales	Hexham & DMC
5.	August 16 th	Blue Streak Classic	Spadeadam MC
6.	September 20 th	Doonhamer Classic	South of Scotland CC
7.	October 18 th	Solway Autumn Classic	Wigton MC
8.	November 29 th (?)	Solway Coast Targa	Solway CC

Regulations and eligibility will be emailed out and will be on the website shortly.

I was sorry to hear there would be no Border Counties Rally this years, it's been an event with a long history and was a wonder rally when it was held on the Tweed Valley stages, it does seem that if you are not in a major championship now that you can't get a viable number of entries. Even the Grizedale Stages is suffering, it used to get a full entry very quickly but ran with quite few less than was hoped for this year and you can't get a better run rally which offers superb value for money.

Good news is that there is to be a closed road rally in western Galloway. Strangely enough when we were on the Galloway Gallop a couple of years back we remarked that it would be a great place for a closed road event, twisty roads and sparsely populated. Bad news is that the closed road event in Argyll has been postponed.

I hear the Rally of the Tests will be using sections in Grizedale this November.

The WRC is down to just 9 cars so the chances of scoring points is quite good! On the other hand it makes finishing more important. These seems to be a fair bit speculation over Gus Greensmith and whether he has the talent as well as the cash. Time will tell. Will he be a Lando Norris or a Lance Stroll?

The BRC seems to being pushed hard with announcements of new drivers competing, the trouble is that I've never heard of any of them! It will be interesting to see how many there are on the first event after last's years disastrous turnout.



Motor House Updates



Progress over the last few weeks has been excellent with weekly work parties under Dave Agnew's direction.

The focus has been on the mezzanine office area with the floor being completed and the framework for the walls are now in place.

The next step is phase one of the electrics and lighting. Then the internal walls can be completed.

After than we move on to the plumbing (we need a plumber if anyone can help?) to fit the toilets, wash basins and then the kitchen area. After that it will be decorating and equipping.

Members are free to drop in on Tuesdays when we have work parties (see Face Book for details) and we are always pleased to have extra hands.

If you have free time at weekends or any other day there is quite a lot of work in clearing the tarmac areas next door where we hope to run autotests. A few hours work there will have it sorted.

This is one of the most exciting projects undertaken by any motor club in the UK so we hope we will have your support.

There will be an opportunity to visit The Motor House at the end of the Midweek Meander in March and Chairman peter will be organising a Breakfast Meet once all the facilities are in.

In due course there will be an official opening ceremony.



Inside The Industry

Paul Gilligan has his say

2019 Final Scores & 2020 Forecasts

Industry body the Society of Motor Manufacturers & Traders (SMMT) have just released the final UK registration figures for 2019. Cars were 2.4% or 56000 units down on 2018, which itself was 6.8% down on 2017, which was 5.7% down on 2016 so a worrying and continuing trend. 2016 was the record year at almost 2.7M, 2019 was just over 2.3M and there may be worse to come.

In 2019 Diesels were nearly 22% down settling at 25% of the total sales. Plug in hybrids were 18% down following the reduction in the Government Grant and represented only 1.5% of the market at 35000 cars sold. Pure electrics were 144% up but only 38000 cars being 1.6% of the total.

The big drop was in sales to small and medium businesses who have taken a cautious approach with all the political uncertainties of 2019 weighing heavy on confidence.

Top seller was the Ford Fiesta (again) but VW got the Golf into second place just ahead of the Focus. Surprises were perhaps Mercedes A Class 5th, Mini 8th and Kia Sportage 10th?

Amongst the manufacturers Ford again claimed top spot but now only marginally over 10% of the total (I remember 32%!). In fact of course VW are easily top because when you add together VW, Audi, Seat and Skoda they take almost 21% of total sales, over double the Ford score. Talking of Audi they had a disappointing year dropping to 139000 sales now well behind BMW who sold 170000 but Mercedes still came out on top of the German prestige set at 172000. Very close I think it will have come down to which one registered most unsold cars in December?

Those who had a bad time in 2019 were Alfa Romeo -18%, Fiat -16%, Honda also -16%, Mitsubishi -23% and Vauxhall -10%. Happier people were Dacia +28%, MG +44% (but only 1000 cars a month), Porsche +23%, Seat +9% and Volvo + 12%.

The commercial vehicle market was brighter with van sales 2.4% up on 2018. Ford did a lot better here, dominating the market with their Connect best selling small van, Custom best medium, Transit best large and Ranger best pickup so a clean sweep for the blue oval. Mind you ask me in private about how many van pre registrations Ford do!

The SMMT also issued forecasts for 2021 and 22. This year is forecast to be another 2%v down on 2019 with a tiny recovery of less than + 1% in 2022. Diesel share is forecast to stabilise at around 25% with pure electrics going from 1.6% last year to almost 3% next and just over 4% in 2022. Hardly staggering progress for electric? Most observers seem to think the real growth in electric will come later, perhaps 2025. Unless the cars become much cheaper or Government subsidies rise dramatically I can't help wondering if this particular tomorrow will every come?

Differing Fortunes For Aston Martin and Rolls Royce

Aston started the New Year with a profit warning (what ANOTHER I hear you say). Losses continue and in spite of the promised success of the DBX SUV many doubt if Aston can survive as an independent. AM already rely on Mercedes for technology (including engines) and just as VW bought Bentley and BMW Rolls Royce Mercedes adding Aston the their stable is by no means impossible. Latest rumour is Chinese motor giant Geely is interested. They already own Lotus where they seem to be doing a good job and more important Volvo where they've done an outstanding job. AM shares shot up 15% on the news. Geely are reportedly having their clever financial people pore over Aston's accounts, said to be "in disarray".

News is better at Rolls Royce. They sold 25% more cars in total last year than in 2018. Although a lot of this came from their newly launched Cullinan SUV Rolls claim that demand was up for all models. One third of RRs are sold in the US with China remaining the second most important market in spite of weakening conditions there.

Whilst on holiday over New Year I saw a Cullinan in the flesh for the first time. It was not surprisingly parked in pride of place outside the Casino in Monte Carlo. I've always thought from photographs that the car is ugly. I was wrong. It's VERY ugly. This one wasn't helped by being in Pale Gold with White Leather. Predictably it was on Dubai plates.

German Manufacturers Face Massive Fines

After a torrid period including VW's diesel scandal and profits dramatically down all round - Mercedes parent Daimler has seen its share price has dropped by almost half since 2015. Now sales and profits have begun to recover the manufacturers face massive EU fines if they cannot meet the emissions targets that have now come in. New vehicles must emit on average no more than 95 grams of CO2 which equates to 4.1 litres of petrol or 3.6 litres of diesel per 100 kilometres. So that equates to petrol cars doing 69mpg and diesels 79mpg. Failure is punished by a fine of 95 euros PER CAR SOLD!

Sorry that is per GRAM over! Following industry protests the rules have been modified so the average weight of a manufacturer's cars are taken into account. Thus Fiat have a target of 92g, BMW 102g

VW are expecting fines of several billion Euros with BMW and Mercedes at over one billion each. Higher emission models are simply being withdrawn from sale. Selling more electric cars will of course bring the average down so expect to see the manufacturers trying VERY hard to maximise electric sales. VW with the ID 3 coming are best placed but of course because of their volumes facing the biggest problem. This probably explains why they are already working on an entry level ID 3 with a target sale price of £17000. Battery size will be reduced to get the price down but range should still be approaching 150 miles, more than enough for city dwellers.

Good News For Tesla At Last

In direct contrast to Aston Martin Tesla shares are rising rapidly. The company is now valued at \$81 Billion whereas GM is at \$52 Billion. Only VW and Honda are valued higher than Tesla. Tesla have announced two major bits of good news that have pushed the share price up. First they delivered 367500 cars last year beating their target of over 360000. In the last quarter of 2019 92500 of the smaller Model 3 cars were delivered against a forecast of 88000. In total Tesla sold 112000 cars in that quarter which makes their forecast of 463000 for this year credible.

Next Tesla's new factory in China is now producing cars ahead of schedule and has allegedly come in below budget. For this manufacturer to beat sales forecast and have projects that don't have dramatic cost overruns is some change!

Now Germany Looks At Autobahn Speed Limits

After the announcement of reduced motorway limits in Holland designed to lower emissions which I mentioned last month It's clear that the cherished "no limit" German Autobahns may soon be a thing of the past. Many parts of the network are already limited of course, but equally many aren't, about two thirds in fact. Now green campaigners are demanding limits are applied to all roads saying this would reduce German carbon emissions by 0.3% and save lives. Battle has commenced and it feels like when not if I think?

Odd Things You Can Get Fined For

In 2018 UK motorists paid out £163M in speeding fines, not a small amount? Of course we all know that breaking the speed limit puts us at risk of a fine or worse. But there are lots of other ways motorists can offend that they might be aware of.

Splashing pedestrians can count as "driving without reasonable consideration for others" - £100 and 3 points. Swearing at other drivers could be judged an offence under the Crime & Disorder Act and

cost you £1000. If your car stereo is playing loud enough to be considered a distraction to your driving that's again £100 and 3 points. If you're stationary you can receive a noise abatement notice which means if you're asked to turn it down and don't your car can be seized!

If you see a camera van and try to do fellow motorists a favour by warning them you are "wilfully obstructing a constable in the execution of his/her duty". Prepare to part with £1000. We all know you shouldn't drive in winter until your windows are clear of frost and ice but did you know you shouldn't set off with snow on the roof either? This is because the snow can fall onto your windscreen and blind you. That's driving a vehicle in a dangerous condition so you risk a fine and points.

Finally when we see an emergency vehicle coming up behind us with blue lights flashing, presuming this isn't because we're speeding, instinct is do whatever it takes to get out of the way. If you venture into a bus lane for example to allow the emergency vehicle a clear passage that could cost you another £100 and 3 points.

It's not easy to be good?

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Jottings

I was interested to read recently, something I had always suspected, that electric cars (BEVs were are supposed to call them) dramatically lose range when under stress. Thus a the range of a BEV carrying four people around the Lake District will be very poor, the same with towing. While a conventional IC car will lose range when loaded or towing the effect on a BEV is much worse. That's before you factor in driving on a wet, dark night with heater and wipers going.

"Which" recently tested a Hyundai Nexus hydrogen powered car which seems to have none of the disadvantages of a BEV. Refuelling takes five minutes and its range is not effected by weather or driving style. The tester concluded, "The future of personal transport really has arrived." The only disadvantage at the moment is the lack of refuelling points.

There is a lot of interest in the Rowrah Test Day. At the moment the plan is to split it into two sessions, morning and afternoon to avoid a lot of waiting around. It will be open to all road registered cars plus those with MS UK rally or speed logbooks. Entry forms will be mailed out later this month.

The Motor House Progress



The internal walls are going in for the office mezzanine area.

Next step is the wiring and then plumbing!

If you can help at any of the work days, please contact David Agnew or look at our Face Book page.

Andy's Armchair

Andy Armstrong takes an irreverent look at motoring and motorsport

Well here we are in another new year, a year under the whims of Boris and his cronies so it could be interesting to say the least. If you believe all the “flarsh” we got leading up to the election the north is now very important and is going to be treated more like the south east has been in the past when it comes to infrastructure spending on transport and roads. It might happen I suppose but I’ll not be too surprised if it doesn’t.

Our leaders are now amazingly green or so they’d have us believe. Again I have my doubts but one thing’s for certain if the third runway at Heathrow gets the go ahead it points to the fact their climate worries are merely “window dressing” and their newly developed love affair with the wilds north of Watford has been incredibly short lived.

The obsession with electric vehicles carries on a pace, even though the impracticalities constantly seem to outweigh what we’re being told are the virtues. I really can’t understand a lot of what’s said but have got to wondering of late if those in “the know“ are a lot more clued up about the demise of petrol and diesel resources but are scared to let us poor peasants in on the information. It might explain the headlong rush to “electric mayhem” we’re all being forced along.

Talking of electric cars I was recently looking at the venues for the next season of Formula “e” races and wondered why these so called eco friendly events never take place at purpose built motor sport venues. I assume that one of “e” racing claims is it’s greenness, the racers use no petrol. Fair enough, but the pollution and carbon emissions generated by building temporary circuits and spectator facilities in cities around the world must be many times more damaging than any savings made in the race itself. Just think, all the barriers, fences, pits and grandstands, the disruption to the normal traffic flow etc and when the event’s over all the dismantling and reinstating the venue to normal use, it’s simply obvious to all that this activity is anything but green.

In my view the powers that be should scrap the event later this year that races round the O2 arena site and redirect the whole circus a few miles down the road to Brands Hatch, what’s the problem with that? There’d be somewhere to overtake which there seldom seems to be on the usual artificial tracks. Noise wouldn’t be an issue as the households behind the GP circuit constantly remind race organisers, and of course they could have a support programme for London Transport electric buses and another for similarly powered taxis.

Sadly, in all probability not many would turn up to watch, which might indicate the true interest the general public have for the series as without a ready made captive audience it might all appear a damp squib.

And finally a word of caution. We’ve recently swapped our four door car for a similar sized replacement, but this time a two door. All went well but we had a lucky break when we found out that the longer doors just about allowed us to exit the car in the garage, a couple more inches and it would have had to stand on the drive. You’d think at nearly 70 you’d be aware of such things, must be getting fuddled I suppose.

Ends

AA.

What's On

WMC events and other events of interest

February

2nd	Jack Frost Stages (Croft)	D&DMC
8th	Awards Dinner	WMC
8th	Harry & Ivy Road Rally	KLMC
9th	Riponian Stages	RMC
22nd	Northern Trial	FAC
21-23rd	Race Retro at Stoneleigh	
23rd	Knockhill Stages	BEMC

March

11th	Midweek Meander	WMC
14th	Malcolm Wilson Rally	KLMC
20-21st	North West Stages	NWMS
22nd	Rowrah Test Day	WMC

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